

# ARIZONA ENTERPRISE

FLORENCE, - - JULY 27, 1889

PUBLISHED EVERY SATURDAY, AT  
FLORENCE, PINAL COUNTY, A. T.  
—BY—  
R. C. & G. W. BROWN.

The old adobe court house that the march of progress has found totally inadequate to the public necessities, has been condemned by the board of supervisors and will be utilized as a county hospital. Steps will be taken at once to build a suitable brick structure sufficiently commodious to accommodate the wants of the county for many years. Our people generally recognize that a new era of progress for our county is at hand and that it is incumbent upon us to show a decided faith in the stability of our resources by erecting permanent public buildings and other necessary improvements. A court house of creditable appearance cannot be considered a piece of unwarranted extravagance in this progressive age, and particularly so in Pinal county. The old structure is not adequate to the public needs. The jail is too small and its sanitary conditions bad; the several offices are crowded with a multiplicity of officials and rent is being paid for several additional rooms used for public purposes. The county now pays \$528 per year for rented buildings and if suitable accommodations were provided all the officials the rent roll would reach nearly fifteen hundred dollars annually. The necessity for a new public building is therefore sufficiently apparent and it should be provided. All portions of the county are interested in its construction and no sectional jealousies should be indulged in upon the ground that Florence will be benefited by its construction. Some place must necessarily be favored in this manner and so long as Florence is the county seat it deserves all that such designation implies. Besides all this the growth and prosperity of Florence directly benefits the whole county, for its good fortune is shared by even the most remote precinct, and people who oppose the works of progress certainly stand in their own light. The building of a new court house will be followed by the erection of a dozen new enterprises, the aggregate valuation of which will contribute taxes almost sufficient to meet the interest upon the sum required for that purpose. It is a sagacious and commendable determination and the board of supervisors deserves the thanks of the people for their firmness and enterprise.

The Phoenix Herald has received a very correct impression of some of the wonderful resources of Pinal county and in recent editorial says: "The people of Pinal county are to be congratulated on the reservoir project. They are likely to have a fine body of water stored on the Verde river, and this will be a great benefit to the county. The reservoir will be sufficiently large to carry out a similar project on the Salt and Verde rivers. Mr. W. A. McGinnis, the civil engineer of this city, returned from Florence this morning with the results of two weeks' survey for the dam and the capacity of the reservoir, and will at once begin the office work on the proposition. He is employed by the Board of Supervisors in the matter. He has not yet, of course, completed any of the estimates, but informs the editor of the Herald that the dam necessary to be built will be about 200 feet high and 350 feet long, and can be constructed by merely loosening the rock along the box canyon where it is proposed to construct the dam, and rolling them down into the canyon. The dam can be made much higher without any more trouble than the 200 hundred feet will require. In other words, the construction of the dam will consist of filling the box canyon with rock for a sufficient distance to safely resist a column of water 200 feet high. The water will be backed up for about 20 miles and the capacity of the reservoir will run up into the trillions of cubic feet. With this reservoir completed Pinal county will reclaim and put in cultivation one of the finest bodies of agricultural land in the United States. Maricopa county is greatly in need of cessation of her bickering among water companies and a waking up to the necessities of the common welfare, if she would maintain her position and prosperity among other counties of the Territory. The county should take hold of this matter."

Mr. E. W. Childs, a member of the board of supervisors from the San Pedro district, placed himself on record as opposed to the erection of a new court house, and we have no doubt that his action proceeded from honest motives, however mistaken they may be. As a supervisor of the county his interest in its welfare should extend to every portion and the interests of the locality of his residence are matters of secondary consideration. In the event of the erection of new county buildings and the contingent building activity that will follow, the neighborhood of his local habitation will receive the benefit of a near and steady market for its products and its property will increase in value and the burdens of taxation be lessened by reason of new accessions to the assessment roll. There is no room for sectional feeling in the matter, the welfare of the entire county being the only guide to the action of the several members of the board. We have faith in the ability of Mr. Childs to recognize his error of judgment when the matter is presented to him in a logical and reasonable manner.

If even a very small percentage of all the railroad talk is realized within the next few years, Florence will become a very prominent railroad center and one of the largest and most populous of Arizona's growing cities. The first practical movement in this direction is inaugurated by Casa Grande and Gila valley railroad, just organized for the purpose of building a railroad from the Southern Pacific, near Casa Grande, to Florence and six miles beyond in the direction of Mineral Hill. An effort will be made to secure from Congress an enabling act permitting a pledge of the credit of Pinal county in aid of the construction of the road, which is now prohibited by the Harrison act applying to all territories. While such a bill may possibly be favorably considered by Congress, it remains to be seen whether the President will approve an act directly opposed to the spirit of an existing law of which he was the author. In case the desired authority is secured, the people of this county will be required to give their assent at the polls before the solicited aid can be given. In the long period that must elapse before the time for final action arrives, there will be plenty of opportunity to consider the propriety of the proposed step and for its merits to be fully discussed. While every available railroad will benefit the town and county, there is a prevailing opinion that a road from the Salt river valley and a connection with its north and south road, to Florence, and up the Gila river, will be the best for every interest by reason of the competition thereof secured by the Southern Pacific. This, however, is a proper subject for the consideration of the people and will be given due weight in discussing the matter. We all realize the importance of securing an early rail connection with the trunk lines traversing the Territory and if the Casa Grande and Gila Valley railroad constituted our only hope in this direction our duty would be plain. A Southern Pacific feeder is far better than no road and is worth all we are called upon to contribute to aid in its construction, but a competing road will be far better. The subject, however, will be open for discussion during the several months that must elapse before the consent of Congress to vote the subsidy can be secured, and in the meantime the people are entitled to all information possibly obtainable upon the question in order that they may act intelligently when the proposition hinges upon the exercise of their judgment at the polls.

The report of engineer McGinnis upon the Buttes storage reservoir site deals with the facts as correctly determined for a distance of seven one-half miles above the proposed dam, and the estimated capacity only to that point. His estimate, however, is based upon a survey of the point of survey to reach thirteen and three-fourths miles, making a total length of twenty-one and one-half miles with a greatly varying width. The estimated service of the capacity of the seven and one-half miles of water being a constant flow of fifty thousand miners' inches for two hundred and twenty-five days, exclusive of the natural flow of the river, the remaining thirteen and three-fourths miles will give fully double the quantity stated. These figures represent something profuse in the bulk of water that can be saved several times during every average year, and as it is all additional to the usual supply from the natural flow of the river the construction of the dam will add just that much to the water facilities of the valley besides insuring a supply during the several months when there is no rainfall. It is a magnificent enterprise for this valley and its value in the development of our rich natural resources cannot be overestimated.

The new court house will probably be built of brick, which material is nearly as cheap as adobe in this valley, and good security will be required of the contractors for the faithful performance of the work. The supervisors purpose that every dollar expended will be honestly applied and that no jobbery shall exist in the matter. A very good building should be provided under these conditions, for the sum set apart.

Florence in West Virginia has occasioned much damage, suffering and loss of life. The village of Morris town, Wirt county, was swept entirely away and its people are destitute and dependent upon charity. In Ohio the Hocking canal reservoir broke last Saturday and destroyed the cultivated fields and orchards in Hocking valley for a distance of twenty miles.

The Constitution makers of the several proposed new states are busy formulating the documents of statehood which will be submitted to the people of the respective Territories for approval, the coming fall. Wyoming, and New Mexico and Arizona will also prepare constitutions and ask for admission into the Union.

The many friends of Col. J. C. Tiffany, formerly agent at the San Carlos Indian agency, will learn with regret of his death, which took place at Deming on July 14th.

SOMEONE can make a good speculation by chartering an Alaska glacier for a season's performance in southern Arizona about this time.

The friends of Kilrain now openly charge that he was dragged just before his recent fight with Sullivan. He was simply licked, however.

The erection of a dam for water storage purposes at the Buttes will enhance the value of every water privilege along the river. The permanency secured thereby for the water supply will make the lands of this valley the most desirable of any in the Territory.

By a recent ruling of the general land office, approved by the Secretary of the Interior, applicants for patents upon mines will be required to perform the usual assessment work for the current year in which application for patent is made.

An exchange suggests the only method to get Sullivan thoroughly "licked" is to place him on the new postage stamps.

GEN. ROYAL A. JOHNSON has entered upon his duties as Surveyor General of Arizona and his predecessor has gone to California.

NEW RAILROAD COMPANY.  
A Subsidy of \$150,000 Asked from Pinal County.

The Casa Grande and Gila Valley Railroad Company is the title of a new corporation whose articles have been recently filed with the Territorial Secretary and County Recorder. The incorporators are: Messrs. J. G. Hill, of El Paso, Texas; Tom Davis and H. H. Wharton, of Phoenix; Jos. H. Kibbey and G. A. Stue of Florence. A petition to Congress has been prepared and is now being circulated for signatures, asking authority to vote county aid for the enterprise, the following being a copy of the same:

TO CONGRESS OF THE UNITED STATES:  
The undersigned residents and taxpayers of Pinal county, Arizona, respectfully represent that the Casa Grande and Gila Valley Railroad Company is a corporation duly organized under the laws of the Territory of Arizona, for the purpose of constructing and operating a railroad from a point on the Southern Pacific Railroad in said county, near Casa Grande, to Florence, in said county, and thence to a point on the Gila river, in said county, about six miles north east of Florence. That said railroad, if constructed, will traverse a fertile plain for a distance of about 35 miles, extending from the Southern Pacific Railroad to the Gila river, which is now about being reclaimed by artificial irrigation. That the present means of transportation of the products of the valley by teams and wagons is primitive, inadequate and so expensive as to very materially reduce the profits of agriculture. That the development of the valley which has just begun is greatly retarded by lack of transportation facilities. The construction of such a railroad will, in the opinion of your petitioners, hasten the development of the resources of the county, and will, within a short time, enhance the actual values of property in the county by a sum many times greater than the donation to said railroad which we ask to be authorized to make.

The proposed railroad will enable a large number of people, not practically valueless because of lack of transportation, to be profitably worked. We cause to be submitted herewith a statement of the estimated cost of the present and prospective resources of the county, its ability to easily make the donation asked, and that such a railroad would be a potential instrument in the progress an development of the county.

The promoters of the railroad proposed ask that the county make them a donation of \$150,000 to aid in its construction—that without such donation they cannot undertake to construct and equip it.

We therefore ask and pray that you will authorize and empower and direct, by enactment, the Board of Supervisors of this county, upon petition to order an election by the qualified voters of the county upon the question whether a donation of \$150,000 shall be made by the county, and that if at such election such question shall be determined in the affirmative by a majority or such other proportion as you may deem proper of the votes cast thereat, that the Supervisors be empowered and directed to execute and issue bonds of the county to the amount of \$150,000 and deliver the same to said railroad company upon such terms and conditions as shall secure the completion, equipment and operation of such road and the expenditure of the proceeds of the bonds thereon; and that the Supervisors be directed to levy a tax annually for the payment of the interest on said bonds and the creation of sinking fund for the extinguishment of the principal of the indebtedness created by said bonds; that said bonds be not less in denomination than \$1000, bear 6 per cent interest, payable semi-annually, and run for a period of 25 years and be in the form of and of like legal effect as municipal bonds usually are.

And we will ever pray.

Another Railroad.

John A. Miller has been in the city the past few days. He is now busy organizing a scheme for the building of a narrow gauge road from this city to Globe, Arizona. A third rail will be laid until the track diverges to connect with the Gila valley branch, thus making a connection for the Santa Fe with its western branch. Jo Hampson, the great railroad builder, is mixed up in the enterprise, and several other gentlemen of railroad notoriety have signified a willingness to become promoters of the enterprise.

It would be one of the best paying feeders that the Santa Fe could have, as it would open up a country rich in many natural resources, and particularly abundant in minerals and live stock. The road will be built some time and the Enterprise hopes to see the work commence soon.—Silver City Enterprise.

A Sound Legal Opinion.  
E. Bainbridge Munley, Esq., County Attorney, Clay Co., Tex., says: "Have used Electric Bitters with most happy results. My brother also was very low with Malaria Fever and Jaundice, but was cured by timely use of this medicine. Am satisfied Electric Bitters saved his life."

Mr. D. I. Wilcoxson, of Horse Cave, Ky., adds a like testimony, saying: "He positively believes he would have died, had it not been for Electric Bitters."

This great remedy will ward off, as cure all Malaria Diseases, and for all Kidney, Liver and Stomach Disorders stands unequalled. Price \$50c and \$1 at Thomas F. Weed's Dispensary.

## Gerónimo's Removal.

The announcement recently made that the authorities at Washington contemplate removing Gerónimo and the other Apache prisoners from Mount Vernon, Alabama, where they are now congregated under military surveillance, to a section of the Cherokee Indian reservation in North Carolina must be particularly gratifying to General Miles, who so strenuously advocated the adoption of such a measure nearly three years ago. It may be remembered that at the time of the surrender of Gerónimo and his band of new hostiles as prisoners of war at Skeleton canyon, Arizona, in September, 1886, General Miles urgently recommended the removal of these Indians, together with all their relatives and confederates of the Warm Spring and Chiricahua tribes, to a point at least one hundred miles beyond the limits of Arizona, preferably to either Kansas or Indian Territory, and had the plan he suggested at that time been carried out these Indians would now be self-sustaining and in every way better off than they ever were, or are ever likely to be again.

Opposition being made to his original proposition, he suggested that the Indians be placed near the North Carolina Indians, of whom he had ample opportunity of knowing during the time immediately following the war, when he was in command of the North Carolina military district. The matter was discussed pro and con by the Interior and War departments, but the opposition to General Miles' suggestion was so great that the proposition was finally rejected, and Gerónimo and his tribe were relegated to imprisonment in the narrow confines of the sickly region of Florida, and subsequently removed to Alabama. As might have been expected, the philanthropists of the Indian Rights Association exerted themselves to ameliorate the sufferings of these Indians, all of whom, good and bad, were being punished alike, and doomed apparently to slow but sure death from sickness. Recent efforts were made to bring them back to Arizona, but against that proposition General Miles filed a very earnest protest. He had doubtless foreseen that very thing when he urged the location of these Indians on some suitable and healthful Eastern reserve, and those people, who at first could not or would not appreciate the humane yet adequate policy suggested by him, must now at least recognize the wisdom of it, which seems to be meriting the approval of the new Administration at Washington. That plan was not only humane, but it was in the interest of the people of the Southwestern Territories, who had the right to expect protection from the fierce and merciless horde of savages who for nearly three hundred years had been terrorizing Spanish and American pioneers and settlers. It was the vigorous campaign of General Miles in 1886 that ended the Apache Indian war in Arizona, and it was his bold and successful plan of corralling and moving the whole tribe of Warm Spring and Chiricahua, numbering over four hundred souls, out of Arizona, that has resulted in permanent peace and security in the Southwest. With a full knowledge of the Indian character, he has been able to predict the worst of them in war, and yet in his campaigning against Indians for twenty years past he has not uttered a word of reproach or recommendation of such a man as heeded and endorsed, and we congratulate Arizona on the removal of this man to Florida.

But the removal of this man to Florida is a prospect west of here. But a survey has been made which carries its lines parallel to the Southern Pacific to a point west of Lordsburg, where it again crosses the Southern Pacific and heads for Tombstone, from which place its course is almost in a bee line to Yuma.

In talking about this, yesterday, a well informed local railroad man said to the Herald reporter:

Now, that is all I know about it. But that much I do know. The question is, where does it go from Yuma, and who will connect with it at Deming? We all feel it in our bones that it is a transcontinental scheme, but what is its back? No one that I can come across seems to know. Of course, we can guess. Here is the Waterman road being built to Yuma from San Diego. Is this a link in the chain? The Cuyamaca road would make connection at Yuma with this line very well. Then, to the east, the only system besides the Southern Pacific which already has all its lines run through to all points, is the Gould system, which now reaches El Paso, ninety miles east of Deming. I do not know anything about it, but I give you my candid opinion. I think it is Gould who is backing this scheme. I will bet you one thing: Gould will reach this coast before Leach and he will have a line to San Francisco before the Santa Fe people have a chance to get their line to the coast.

As newspaper reporters never feel unless they are sure to win, the gamble was spared with indignation. But the news is valuable, and now the question repeats itself, What does it mean?—L. A. Herald.

Florence people should patronize home industry and therefore should call on Mr. E. W. Stillman for all kinds of watch and jewelry repairing. He is a resident of the place, pays taxes here, is a skillful jeweler and is in every way worthy of confidence.

Mrs. H. B. Summers has been engaged to teach the school across the river, near A. W. Sharpe's, for the ensuing year.

FODDER CORN AND FODDER CANE.

Conclusions of the Director of the Maryland Experiment Station.  
In a bulletin issued by the Maryland Agricultural Experiment Station, H. E. Alvord, director, gives the following conclusions in regard to the growth of fodder corn and fodder cane:

For the greatest quantity of fodder, green or dry, corn or cane should be given in drills far enough apart to permit easy and sufficient cultivation, the space between the rows to be governed somewhat by the size of varieties grown, and the plants to be thin enough in the drills to give ample air and light to assure maturity. For corn of the larger varieties, the nearest definite rule that can be safely given is to plant the rows 3 to 3 1/2 feet apart and single stalks 6 to 8 inches apart in the rows.

For best quality of fodder the same method should be followed as for greatest quantity. The chemical composition of fodder corn grown in different ways is found to be very similar, and the exceptions occurring do not justify any modification of the advice just given for getting best quality. The nutritive ratio and percentage of dry substance digestible are slightly in favor of the thicker seeding, but not enough so to compensate for loss in quantity of crop. Thicker seeding appears to cause a decrease in the relative amount of nitrogen in the albuminoid form. This diminishes the value of the fodder, as the amide nitrogen is considered to have less nutritive value.

To get the most food value on an acre of corn or cane it should not be cut till the plants begin to show signs of drying and withering and the seeds begin to glaze.

The product of an acre of sorghum corn, as ordinarily grown, has usually a food value little more than half as great as the product of the same acre in drills, as above advised. The labor expended in the cultivation required by the drill system is profitably applied, as shown by the saving of seed and the increased crop.

A crop of fodder corn, grown in drills and well cultivated, serves to clean and improve the land. Fodder corn (broadcast or thickly drilled) fosters weeds and grass to grow and perfect their seeds, and "fouls" the land. To grow a large crop of fodder corn or fodder cane, rich land is needed; but heavy manuring, good seed and good cultivation are profitable in securing a good crop; twenty to thirty tons green weight is not an uncommon yield, being an equivalent in food value of five to eight tons of good hay per acre.

The variety of sorghum known as early number cane, grown under conditions identical with Indian corn, as a forage plant, and in an unfavorable season, produced from one to four tons per acre of green fodder more than corn, at this season. As to quality for forage, the cane compared favorably with corn.

ing of storage reservoirs, one of which at least will be completed this summer. It will be situated about fifteen miles south of Florence, will cost \$100,000 and have a storage capacity of eight billion gallons of water. There is a large rich bottom basin tributary to the reservoir so that, with little trouble or expense, the reservoir can be filled at least once and possibly twice a year, independently of the river supply. There is in cultivation under this canal 6,000 acres.

A NEW RAILROAD.  
From the Gulf of California, via Deming and Yuma.

Railroad men are a little at loss to know the meaning of a new line of road that is being built from the Gulf of California to Deming and thence to Yuma. For a long time it has been a common rumor among railroaders that the Santa Fe line to Guaymas, on the Gulf, was a great mistake. From Benson it took the wrong course. The line, as surveyed and as built, was the one that cost least to build, but it is also the one that says the least. It never has paid for the axle grease used in its operation. Had it gone up the San Pedro river into the Sierra Madre Mountains, then crossed over these and so reached the Coast it would have traversed one of the richest mining regions in the world. From these mines there is a great amount ore hauled by team now to the railroad at Benson. The new line referred to above taps this mining region. It is a fact and not a project. The building of it has been quietly done, and until it reached Deming, four days ago few people knew much about it. Its terminus is on the Gulf of California, down near the mouth, not far above Mazatlan. It follows the line of the coast up to near the mouth of the Hualariver, and then it follows this stream through the coast range and crosses the plains in a northeasterly direction to Deming. The line passes through the main street of Deming, crosses the Southern Pacific track in that town, and then heads westward. The road is a fact to Deming, it is a prospect west of there. But a survey has been made which carries its lines parallel to the Southern Pacific to a point west of Lordsburg, where it again crosses the Southern Pacific and heads for Tombstone, from which place its course is almost in a bee line to Yuma.

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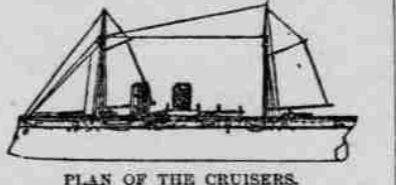
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## UNCLE SAM'S NAVY.

Something About the Three Cruiser About to Be Built.

Uncle Sam is well engaged in constructing a navy. In 1888 congress passed an act authorizing new cruisers, and under this act Nos. 9, 10 and 11 have been built. The speed of these must reach a maximum of eighteen knots per hour in smooth water. As the British ship Calypso, which steamed out of Apla



PLAN OF THE CRUISERS.  
harbor during the Samoan cyclone, has a power capable of driving her at the rate of sixteen knots, it is to be hoped that if any of these new vessels get caught in a like catastrophe their engines will save them.

Some of their dimensions are as follows: Length on load water line, 257 feet; extreme breadth, 87 feet; depth of hold, 19 feet 6 inches; draught of water, 14 feet 6 inches; displacement to load water line, 6,000 tons; indicated horse power, 5,400.

They have twin screws, and among their improvements is a rearrangement of the battery, which is composed entirely of rapid firing guns and a battery of protection extending throughout the entire machinery space.

In the main battery there are two 6-inch rapid fire breech loading rifles and eight 4-inch rapid fire breech loading rifles. The secondary battery consists of two 6-pounders, two 3-pounders, two revolving cannons and one Gatling gun. There are six torpedo launchers and training tubes on the sides. The tower is fitted with steam steering wheel, engine room, telegraph and other appliances. The engines are triple expansion, the engines and boilers being placed in separate water tight compartments, the boilers of steel, designed for a working power of 100 pounds.

Col. John C. Kelton.

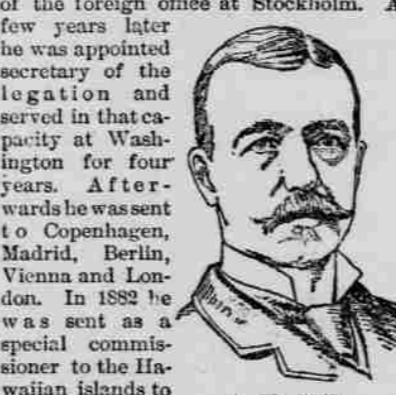
Col. John C. Kelton, who was recently appointed to be adjutant general in grade of Gen. R. C. Drum, retired for age, was born in Pennsylvania and was graduated from the West Point Military academy, July 1, 1851. After graduation he served for two years on the northwestern frontier as second lieutenant of the Sixth infantry. In 1853 he was made a first lieutenant and served in the west until 1857, when he was appointed assistant instructor of infantry tactics at West Point.

He visited Europe in 1859, but when the rebellion broke out he was again in the service of the United States.

He was made a captain and adjutant at West Point. In the fall of 1861 he was commissioned colonel of the Ninth Maine volunteers. He resigned his volunteer commission March 12, 1862, and served as assistant adjutant general of the Department of Mississippi in 1862, being on the field during the advance upon and siege of Corinth. Until March 12, 1864, he was assistant adjutant general to Gen. Halleck. At the close of the war he went to Washington, serving as adjutant general from July 1, 1865, to the present time. He is now adjutant general of the Division of the Pacific.

Sweden Minister to the United States.  
A. W. Grip, who arrived in Washington recently as minister from Norway and Sweden to the United States, was born in 1844, at Bergen, Norway. He comes from a family whose name is connected with the earliest time of the history of the Scandinavian peninsula. He was graduated at the University of Christiania, and shortly afterward took up the study of law.

In 1868 he was appointed an attaché of the foreign office at Stockholm. A few years later he was appointed secretary of the legation and served in that capacity at Washington for four years. Afterwards he went to Copenhagen, Berlin, Vienna and London. In 1882 he was sent as a special commissioner to the Hawaiian Islands to investigate the trouble between Sweden and Norwegians there. He returned home by way of Japan and India and published soon after an account of his travels. Up to the present time he has been serving in Spain as minister plenipotentiary. He is a knight and belongs to the court of his country, having been appointed chamberlain by King Oscar II some years ago.



A. W. GRIP.

Not an Uncommon Name.  
One of the most prominent citizens of Hartford is Rodney Dennis, the secretary of the Travelers' Insurance company. He is not self important, but still is one who expects a good deal of consideration, and gets it. Not long ago the Travelers made a number of loans through a Colorado broker named Henry. Interest and principal failed to materialize, and Mr. Dennis went west to investigate. The sole occupant of Henry's office was a young man who sat tilted back in a chair with his feet on the window sill. His response to inquiries was extremely unsatisfactory, and presently Mr. Dennis became angry, and said with emphasis:

"That's been everybody's name here for a week," said the languid young man.—Hartford Letter.

A Custom House.  
New Orleans boasts the largest custom house in the world. It was begun in 1848 and over thirty years elapsed before it was finished and ready for use. It is built of Quincy granite, the interior being finished in white marble. It has 111 rooms; the height from the pavement to the top of the cornice is 80 feet, and to the top of the light on the dome 187 feet.

The dome itself is 40 feet square and 61 feet high; estimated total cost of building, \$4,000,000.

Proposals for Building Court House.

Sealed proposals will be received by the Board of Supervisors of Pinal county for the construction of a court house and jail at Florence, Arizona, not to exceed in cost \$30,000; each bidder to furnish his own plans and specifications. All bids must be in the hands of the Clerk on or before the first day of October, 1889, and be plainly marked "bids for Court House and Jail."

The successful bidder will be required to give a good and sufficient bond for the faithful carrying out of his contract.

The Board reserves the right to reject any and all bids.

By order of Board of Supervisors of Pinal County.  
Wm E. Guild, Clerk.

## A Safe Investment.

Is one which is guaranteed to bring you satisfactory results, or in case of failure a return of purchase price. On this safe plan you can buy from our advertised druggist a bottle of Dr. King's new discovery for consumption. It is guaranteed to bring relief in every case, when used for any affection of throat, lungs or chest, such as consumption, inflammation of lungs, bronchitis, asthma, whooping cough, croup, etc., etc. It is pleasant and agreeable to taste, perfectly safe, and can always be depended upon. Trial bottle free at Thos. F. Weed's drug store.

## Proposals.

Sealed proposals will be received by the Board of Supervisors of Pinal county for the necessary repairs to the Gila river bridge at Florence, and for the construction of the new road from Florence to McLehlan's wash, on the Casa Grande road, according to plans and specifications in the hands of the Clerk of the Board of Supervisors. All bids must be presented on or before August 26th, and plainly marked with the nature of their bid. The Board reserves the right to reject any and all bids.  
By order of the Board of Supervisors of Pinal county.  
Wm E. Guild, Clerk.

## A. T. COLTON, General Real Estate Agent.

Desert Lands Selected and Land Office Entries Attended to. Relinquishments for Sale

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